

IN THE CLAIMS

Please amend the claims to read as follows:

1. (Currently Amended) A rescue boat, comprising:
 - a) a hull having a bow, stern, port side, starboard side, an upper deck area that includes a bow area, and an open stern deck areas, a port side deck area, ~~and~~ a starboard side deck area, and a v-bottom;
 - b) a pilot house mounted to the hull and extending above the upper deck area amidships, ~~the stern deck area extending behind the pilot house~~;
 - c) the open stern deck area extending behind the pilot house stern deck ~~the pilot house having pilot house deck, a front, a rear, and side portions and a pilot house length measured from the front to the rear~~;
 - d) port and starboard rescue wells that are recesses in the hull below the port and starboard side deck areas and inside of the hull port and starboard sides, each rescue well having a length and each having an open top that forms an opening in the upper deck that is covered with removable deck grating;
 - e) wherein each rescue well extends forwardly from a position next to the rear of the pilot house to a position next to the front of the pilot house ~~and wherein each rescue well is in front of the rear of the pilot house~~;
 - f) ~~a~~ one or more propulsion units system for propelling the hull;
 - g) the pilot house having multiple pilot seating areas for enabling a boat pilot to pilot the boat, including at least a port seat and a starboard seat, two forward of the pilot seats being located near the front of the pilot house and in between the front and the rear of the rescue well that is located closest to the pilot seat; ~~and~~
 - h) the open stern deck area being generally planar and beginning at a position at the rear of the pilot house, ~~and~~ extending to the stern and extending from the port to the starboard side of the hull, said open stern deck area being sized and shaped to enable air lift transfer of an injured person in a litter from the rear deck area;
 - i) a hull transom that extends from a position near the deck area downwardly to the hull v-bottom;

j) wherein each propulsion unit is mounted to the transom above the v-bottom; and
k) a fan tail below the stern deck that extends rearwardly from the transom, the fan tail having an upper surface that is part of the open stern deck area and a lower surface; and
l) multiple floatation chambers that are each laterally spaced from a propulsion unit and attached to the lower surface of the fan tail and to the transom.

2. (Currently Amended) The rescue boat of claim 1 wherein the rescue wells are each in front of the ~~deck~~ open stern deck area.

3. (Canceled)

4. (Currently Amended) The rescue boat of claim 1 ~~3~~ wherein the rescue wells extend in front of and behind the pilot seats.

5. (Original) The rescue boat of claim 1 wherein the pilot house provides a line of sight to a pilot that occupies one of the seating positions that enables the pilot to see the water in front of the hull a distance that is less than the length of the hull.

6. (Currently Amended) The rescue boat of claim 1 wherein the open stern deck area provides an enlarged unobstructed loading zone behind the pilot house that enables a helicopter to airlift a cable hoisted package from the loading zone using a cable hoist on the helicopter.

7. (Currently Amended) The rescue boat of claim 1 wherein the boat carries a litter and the litter can be fitted into multiple areas on the hull including at least one position of: a pilot house deck, a passenger compartment, and a stern deck area.

8. (Previously Presented) The rescue boat of claim 1 wherein the pilot house is sized and shaped to fit a litter in between the forward pilot seats.

9. (Previously Presented) The rescue boat of claim 1 further comprising a forward cabin having a cabin deck that is below the pilot house deck.

10. (Original) The rescue boat of claim 9 wherein the cabin deck is in front of the pilot house deck.

11. (Previously Presented) The rescue boat of claim 8 wherein the forward cabin is sized and shaped to receive a litter.

12. (Original) The rescue boat of claim 1 further comprising a trailer that carries the

hull.

13. (Currently Amended) The rescue boat of claim 12 wherein the pilot house has a roof and the overall height of trailer and hull to the roof when the hull is carried by the trailer is less than 13.5 feet (4.11 m).

14. (Previously Presented) The rescue boat of claim 1 further comprising an enlarged foam fender system that is attached to the hull next to the deck and that contributes at least one ton of positive buoyancy should the hull become submerged.

15. (Original) The rescue boat of claim 1 wherein the hull has a transom and a constant deadrise in between the transom and the front of the pilot house.

16. (Canceled)

17. (Currently Amended) The rescue boat of claim 1 wherein at least one of the propulsion units system does not have an exposed propeller.

18. (Currently Amended) The rescue boat of claim 17 wherein there are ~~the~~ propulsion system ~~includes~~ two propulsion units mounted to the transom.

19. (Canceled)

20. (Currently Amended) The rescue boat of Figure 18 wherein one of the floatation ~~further comprising a buoyancy chambers~~ is located in between the propulsion units ~~and that extends behind the transom~~.

21. (Canceled)

22. (Canceled)

23. (Currently Amended) The rescue boat of claim 22 further comprising a hoist mounted to the lower surface of the fan tail for lifting at least a part of the propulsion system.

24. (Currently Amended) A rescue boat, comprising:

a) a hull having port and starboard sides, a v-bottom, an upper deck with a deck surface and that includes bow and stern decks, ~~a port side deck, a starboard side deck~~, a transom extending from a position next to the hull deck downwardly to the v-bottom and to the port side and to the starboard side, and a fan tail extending behind the transom, the transom having an upper surface and a lower surface;

b) a pilot house mounted to the hull and extending above the upper deck amidships,

~~the pilot house having multiple pilot seats including a port pilot seat and a starboard pilot seat~~
~~and wherein the stern deck includes an open area that extends from the pilot house to the stern~~
~~fantail and from port to starboard sides of the hull;~~

c) a propulsion system for propelling the hull, and including one or more water jet units that are mounted to extend behind the transom above the v-bottom; and

d) multiple buoyancy chambers mounted to the transom and a lower surface of the fan tail, each extending below ~~between~~ the fan tail and behind the transom ~~and that each extend both behind and on opposing sides of the propulsion system.~~

25. (Previously Presented) The rescue boat of claim 24, further comprising a plurality of rescue wells being located in front of the deck stern area each rescue well having an open top covered with grating, the pilot house extending to the front and to the rear of the rescue wells.

26. (Previously Presented) The rescue boat of claim 24 wherein the pilot house has multiple seating positions.

27. (Currently Amended) The rescue boat of claim 25, further comprising seating positions, wherein the rescue wells extend in front of and behind the seating positions.

28. (Original) The rescue boat of claim 26 wherein the pilot house provides a line of sight to a pilot that occupies one of the seating positions that enables the pilot to see the water in front of the hull a distance that is less than the length of the hull.

29. (Currently Amended) The rescue boat of claim 24 wherein the stern deck open area provides an enlarged unobstructed loading zone that enables a helicopter to airlift a cable hoisted stretcher from the loading zone using a cable hoist on the helicopter.

30. (Original) The rescue boat of claim 24 wherein the boat carries a litter and the litter can be fitted into multiple areas on the hull including at least one of a pilot house deck, a passenger compartment, and a stern deck area.

31. (Currently Amended) The rescue boat of claim 24, further comprising seating positions, wherein the pilot house is sized and shaped to fit a litter in between the seating positions.

32. (Original) The rescue boat of claim 24 further comprising a cabin having a cabin deck that is below the pilot house deck.

33. (Original) The rescue boat of claim 32 wherein the cabin deck is in front of the pilot house deck.

34. (Currently Amended) The rescue boat of claim 32 wherein the cabin is sized and shaped to received ~~the~~ a litter.

35. (Original) The rescue boat of claim 24 further comprising a trailer that carries the hull.

36. (Currently Amended) The rescue boat of claim 35 wherein the pilot house has a roof and the overall height of trailer and hull to the roof when the hull is carried by the trailer is less than 13.5 feet (4.11 m).

37. (Original) The rescue boat of claim 24 further comprising an enlarged foam bumper that is attached to the hull next to the deck and that contributes at least one ton (0.907 metric tons) of positive buoyancy should the hull become submerged.

38. (Currently Amended) The rescue boat of claim 24 wherein the ~~hull has a~~ transom and a constant deadrise in between the transom and the front of the pilot house.

39. (Canceled)

40. (Original) The rescue boat of claim 24 wherein the propulsion system does not have an exposed propeller.

41. (Currently Amended) The rescue boat of claim 24 wherein the propulsion system includes two ~~propulsion~~ water jet units.

Claims 42-45 (Canceled)

46. (Currently Amended) The rescue boat of claim ~~45~~ 24 further comprising a hoist mounted to the fan tail for lifting at least a part of the propulsion system.

47. (Previously Presented) The rescue boat of claim 14 wherein multiple flush fittings are provided in the hull side that enable the hull to be tied to a trailer without damaging the fender system.

48. (Previously Presented) The rescue boat of claim 14 wherein multiple lifting fittings are provided on the deck that enable the hull to be hoisted without damaging the fender system.

49. (Original) The rescue boat of claim 1 wherein the hull is a constant dead rise hull

over a majority of its length.

50. (Original) The rescue boat of claim 1 further comprising spray rails on the hull.

51. (Original) The rescue boat of claim 1 further comprising yaw stabilizing skegs located within the hull profile.

52. (Original) The rescue boat of claim 1 further comprising a high strength towing post positioned at the hull stern.

53. (Original) The rescue boat of claim 1 wherein the pilot house provides multiple dynamic energy absorbent seating.

54. (Original) The rescue boat of claim 1 further comprising multiple engine hatches that allow fresh air and natural lighting into the engine room for dockside maintenance.

55. (Original) The rescue boat of claim 1 wherein there are multiple locations for weather protected carriage of litter-borne injured person or persons.

56. (Original) The rescue boat of claim 1 further comprising a pump for auxiliary bilge suction and off-board fire fighting.

57. (Original) The rescue boat of claim 24 wherein the hull is a constant dead rise hull over a majority of its length.

58. (Original) The rescue boat of claim 24 further comprising spray rails on the hull.

59. (Original) The rescue boat of claim 24 further comprising yaw stabilizing skegs located within the hull profile.

60. (Original) The rescue boat of claim 24 further comprising a high strength towing post positioned at the hull stern.

61. (Original) The rescue boat of claim 24 wherein the pilot house provides multiple dynamic energy absorbent seating.

62. (Original) The rescue boat of claim 24 further comprising multiple engine hatches that allow fresh air and natural lighting into the engine room for dockside maintenance.

63. (Original) The rescue boat of claim 24 wherein there are multiple locations for weather protected carriage of litter-borne injured person or persons.

64. (Original) The rescue boat of claim 24 further comprising a pump for auxiliary bilge suction and off-board fire fighting.

65. (Currently Amended) The rescue boat of claim 37 wherein multiple flush fittings are provided in the hull side that enable the hull to be tied to a trailer without damaging the bumper fender system.

66. (Currently Amended) The rescue boat of claim 37 wherein multiple lifting fittings are provided on the deck that enable the hull to be hoisted without damaging the bumper fender system.

67. (New) A rescue boat, comprising:

- a) a hull having port and starboard sides, a v-bottom, an upper deck with a deck surface and that includes bow and stern decks, a transom extending from a position next to the hull deck downwardly to the v-bottom and to the port side and to the starboard side;
- b) a fan tail extending behind the transom, the transom having an upper surface and a lower surface;
- c) a pilot house mounted to the hull and extending above the upper deck amidships, wherein the stern deck includes an open area that extends from the pilot house to the stern and from port to starboard sides of the hull;
- d) a propulsion system for propelling the hull, and including one or more water jet units that are mounted to the transom above the v-bottom;
- e) multiple buoyancy chambers mounted to the transom and to a lower surface of the fan tail, each buoyancy chamber extending below the fan tail and behind the transom, the buoyancy chambers being laterally spaced from the one or more water jet units; and
- f) an upper surface of the fan tail forming a part of the stern deck open area.

68. (New) The rescue boat of claim 67, further comprising a plurality of rescue wells being located in front of the deck stern area each rescue well having an open top covered with grating, the pilot house extending to the front and to the rear of the rescue wells.

69. (New) The rescue boat of claim 67 wherein the stern deck open area provides an enlarged unobstructed loading zone that enables a helicopter to airlift a cable hoisted stretcher from the loading zone using a cable hoist on the helicopter.

70. (New) The rescue boat of claim 67 further comprising an enlarged foam bumper that is attached to the hull next to the deck and that contributes at least one ton (0.907 metric

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tons) of positive buoyancy should the hull become submerged.

71. (New) The rescue boat of claim 67 wherein the transom and a constant deadrise in between the transom and the front of the pilot house.

72. (New) The rescue boat of claim 67 further comprising a hoist mounted to the fan tail for lifting at least a part of the propulsion system.

73. (New) The rescue boat of claim 67 wherein the hull is a constant dead rise hull over a majority of its length.

74. (New) The rescue boat of claim 67 wherein there are three buoyancy chambers including a port chamber, a starboard chamber and a centrally positioned chamber.

75. (New) The rescue boat of claim 74 wherein one buoyancy chamber is larger than the other buoyancy chambers.